



Summer '01 Conclusions/Outstanding Questions

- Safety/preservation (4 lane) alternative should be included in the EIS
- HOV (6 lane) alternative should be included in the EIS
- HOV/GP (8 lane) alternatives required further study to:
 - Access traffic operations at I-5 & Montlake Blvd., I-405, and other major interchanges
 - Better understand traffic flow along SR 520



Trans-Lake Washington Project

Summer '01

Conclusions/Outstanding Questions (continued)

- High capacity transit alternatives required further study to:
 - Assess impacts to I-90 with LRT & HOV scenarios (traffic and structural)
 - Evaluate an HCT structure parallel to I-90
 - Evaluate potential changes in LINK alignment relative to SR 520 HCT alignment
 - Compare benefits & costs of I-90 vs. SR 520 HCT system



8 Lanes on SR 520

How would it work?

- Interchanges
 - * I-5
 - * Montlake
 - * I-405
- Highway operations
 - * Traffic volumes
 - * Travel time
 - * Congestion



8 Lanes on SR 520

Key Findings at Interchanges

- I-5
 - * SB and express lanes to flow without “adverse effects”
 - * NB Mercer connection needs further work
- Montlake
 - * Added volume from 8 lanes necessitates second connection at Pacific Street
 - * Montlake Blvd. will require widening from Pacific to 45th
- I-405
 - * Access from 124th to I-405 may need to be eliminated
 - * Access from Bellevue Way to I-405 may need to be eliminated



Highway Operations Key Findings

- Traffic Volumes
 - * 8 lanes actually serves about $\frac{1}{2}$ lane work of traffic
- Travel Time
 - * GP travel times are 13-15 minutes between 124th and I-5
(Relative to about 50 minutes under No-Action)
 - * HOV travel times are about 10 minutes through the same section



Highway Operations Key Findings (continued)

- Congestion (traffic moving under 30 mph)
 - * Occurs for 2 to 3 ½ hours during the peak periods
(Relative to 4 to 4 ½ hours under No-Action)
 - * Principle congestion area will be near Montlake interchange